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## Intimations

**Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.**



JAPAN  COALS

**JAPAN**  **COAST.**

**THE MITSUI BUSSAN KA**  
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
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atou, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, etc.  
Telegraphic Address: "MIYUJI" (A.B.C. and A 1 Codes).

FACTORS OF COAL to the Imperial Japanese Navy and Armaments,  
Principal Railway Companies and Industrial Works; Home and Foreign  
Steamers.

PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal  
AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mame-  
tsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkobira and other  
S. MINAMI, Manager,

J. & F. DEWAR & CO., LTD., DISTILLERS,  
 11, ROYAL EXCHANGE, LONDON, E.C. 2.  
 EXTRA SPECIAL \$16.00 per case 12/6  
 VERY OLD \$24.00 12/6

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KRUSE &

SOLE AGENTS  
 LIGHT HOUSE,  
 Hong Kong, 1st July, 1904

## HONGKONG HOT

Military Band during dinner on Saturday Nights.

ing, 4th December, 1902.

# MACAO AND CANTON HOTELS

# HOTELS.

## A LITTLE CHANGE

round trip from Hongkong to Macao

CANTON and back to HONGKONG, will be found interesting and enjoyable.

# THOMAS' HOTEL

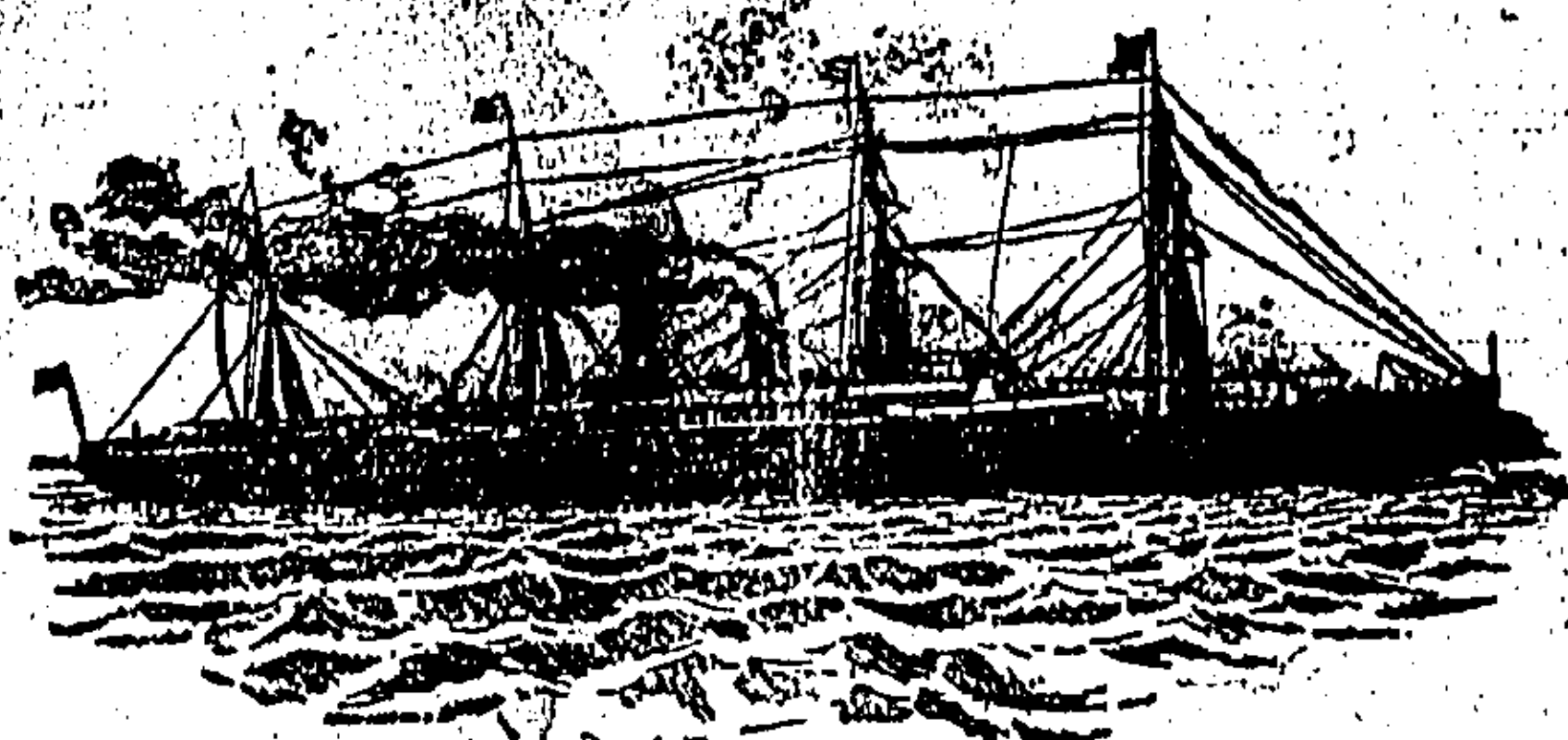
First CLASS HOTEL, most centrally situated; Well furnished and Airy  
 Boarders accommodated on very moderate terms.  
 For Particulars apply to

For Terms, &c., apply to the

MANAGER



## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 ".....	THURSDAY, 21st July, at Noon.
"COPTO".....	4,352 ".....	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 13th August, at Noon.
"GABLO".....	4,295 ".....	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 ".....	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,060 ".....	THURSDAY, 15th September, at Noon.
"AMERICA MARU".....	6,300 ".....	

Record Trip Yokohama to San Francisco made by ss. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

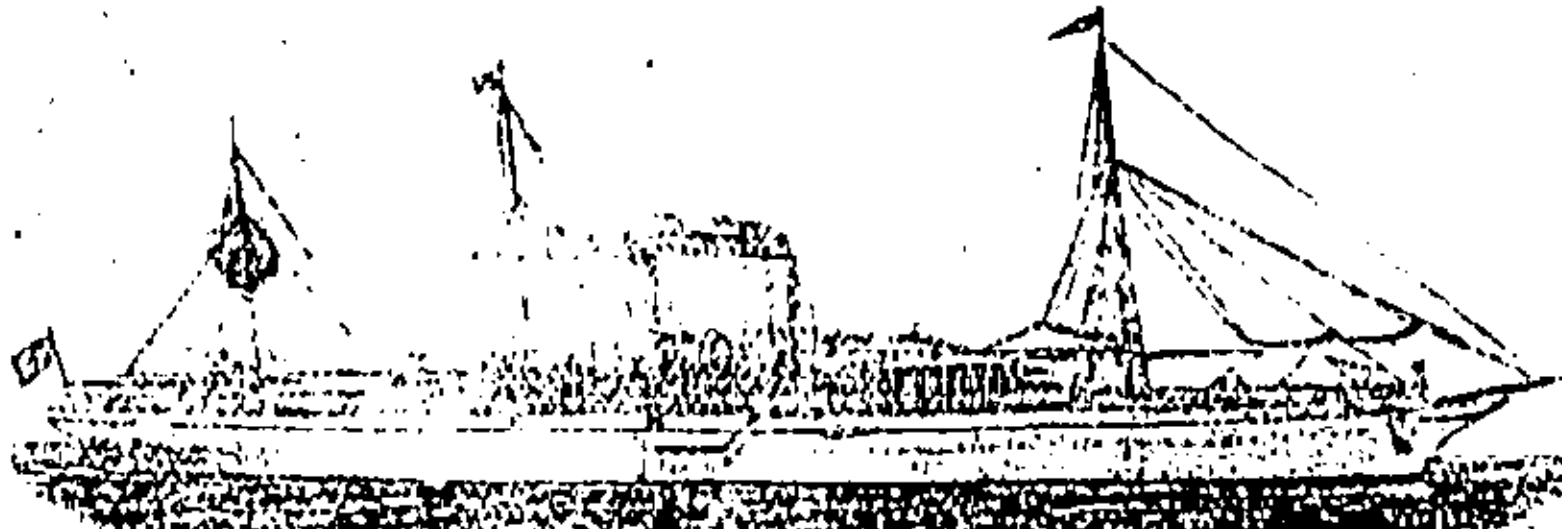
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 1st July, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 13th July.
"ATHENIAN".....	2,440 ".....	WEDNESDAY, 20th July.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 3rd August.
"TARTAR".....	4,425 ".....	WEDNESDAY, 10th August.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 24th August.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail.....£40. "£42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBERG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANGI).	6th July. } Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANGI & COLOMBO).	15th July. } Freight.
BADENIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANGI & COLOMBO).	10th August. } Freight.
BAMBERG.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANGI & COLOMBO).	25th August. } Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANGI & COLOMBO).	5th Sept. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 24th June, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VOUX ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,361 tons.....	Captain R. D. Thomas.
"POWAN,".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN,".....	2,260 ".....	W. A. Valentine.
"HANKOW,".....	3,073 ".....	B. Branch.
"KINSHAN,".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....2,119 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons.....Captain J. Willox.

"NANNING,".....569 ".....C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

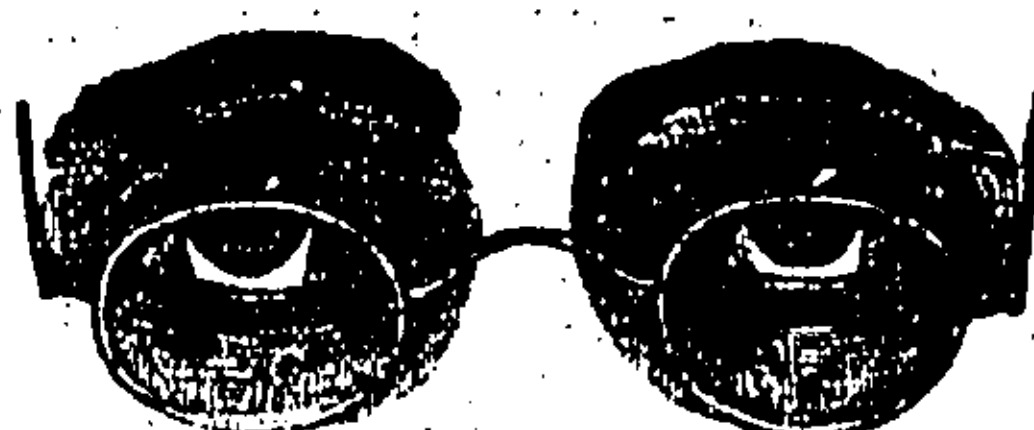
FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL  
LERS AND WATCHMAKERS.

## RASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

50] F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHANDLERS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

16, DES VOUX ROAD CENTRAL,

HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAFTMAN'S GENUINE

COMPOSITION REB. (AIN)

BRAND, HARTMANN'S GREY

DAIMLER'S PATENT MOTO

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CRE

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

785

## ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

DOUBLY DISTILLED

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904.

608

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crews of the following Vessel during her

stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson.

Shewan, Tomes & Co., Agents.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON &amp; CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and  
SPIRITS direct from the Growers in France, we are in a position to supply these  
requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux
3 " " Beaujolais (Burgundy)
3 " " Vin Rose
3 " " Pommard (Superior Burgundy)

at the exceptional price of \$12 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,

we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	42 " " "
Brut Impérial	50 " " "

## WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.

Black and White, at 17.50 " " "

Royal Household, at 20.50 " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced  
that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

THE HONGKONG  
STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1] Hongkong, 12nd September, 1903.

784







## Announcements.

A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

## CLARETS.

	Per Case	Per Case
	1 doz. Qts.	1 doz. Pts.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

## THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,  
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 115.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣

17, QUEEN'S ROAD.

FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 31st January, 1904.

E. C. WILKS &amp; Co.,

MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.COLLISIONS and Damages Surveyed.  
Salvage Work undertaken.Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.Contract for New Tonnage on reasonable terms  
with First-class Builders.A large stock of Canadian Asbestos and  
Asbestocel goods kept.Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.Telegram Address: Telephone:—No. 358.  
MARINEWORK.

Hongkong, 3rd May, 1904.

## NOTICE.

All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road,  
and should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per mensem, proportional.

The daily issue is delivered free when the address is

accessible to messenger. On copies sent by post an

additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-

five cents.

## BIRTH.

On the 1st inst., at "Belvoir," No. 165,  
Wanchai Road, the wife of PATRICK H.  
MURRAY, of a daughter.

## DEATHS.

On the 26th June, at Soochow, MARY  
ISABELLA LAMBUTH, relict of the late Rev. J.  
W. Lambuth, D.D., aged 72 years.

Madame Bottu at sa famille ont la douleur  
de vous faire part de la perte qu'ils viennent  
d'éprouver en la personne d'ALPHONSE  
ROBERT CONRAD BOTTU, secrétaire du Conseil  
d'Administration de la Concession Française,  
décédé le 27 juin à 4 h. 30 du matin.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 2, 1904.

FRENCH SUBMARINES IN THE  
EAST.

We published some days ago the news of  
the arrival at Saigon of the submarines

*Lynx* and *Phé*, which have been sent out

by the French Minister for the Navy to

act as units in the defence of that port. The

wisdom of despatching this class of vessel

for service in the waters of Cochin-China is

being actively discussed by French Naval

experts; and their verdict is far from favour-

able to the decision of M. Pelletan, since

they consider that the submarine is useless

in the rivers, estuaries and along the coast of

the French colony, owing to the particular

conditions of those waters. At Saigon

great difficulty will be experienced in float-

ing the submarines, as no dock exists where

repairs can be made in comparatively clear

water. Besides, there is no place where they

can lay for repairs and the existing work-

shops are not provided with the necessary

machinery and material. Admitting that

these conditions may be fulfilled at a later

date, it is of interest to consider under

what conditions they could execute their

ordinary manœuvres or be used against

an enemy. All sailors who have navigated

in the Saigon river, or along the coast of

Cochin-China, have remarked the violence

of the current, the frequency of swift

eddies and the density and dark colour

of the water, which is little less than liquid

mud. Nor is this density and coloration

confined to the river itself, for it extends to

the numerous estuaries and also along the

coast for many miles, being particularly re-

markable during the season of the south-

west monsoon. It has been proposed to

establish a station for these submarines in

the bay at Cape St. James, which is virtually

at the entrance of the Saigon river, but,

unfortunately, the water here possesses, to

an almost similar degree, all the incon-

veniences of density and coloration that

exist in the river itself. It is easy to imagine

the enormous quantity of solid matter that

would enter the sea-cocks of a submarine

each time one of these small vessels plunged

below the surface. The liquid mud would

necessarily clog the valves, seriously com-

promising the manœuvres of the little craft

when plunging and rising again. The

exhaust pumps would also suffer, and it is

probable that quantities of solid matter

would fail to be evacuated from the tanks.

According to the French experts another,

and even more serious, danger exists, for

they state that, owing to the waters of the

Colony being exceedingly shallow, there is a

possibility of the submarine plunging into

the soft mud at the bottom and sticking

there, as this compound is of an exceedingly

viscous nature. The probable results of

such a catastrophe are too evidently horri-

ble to require further argument against the use

of the submarine in these waters.

## LOCAL AND GENERAL.

A DESPATCH regarding Hongkong, Straits Set-

tlements, and Federated Malay States Police

prohibitions is printed in the Hongkong Gov-

ernment Gazette.

FIELD-MARSHAL Marquis Oyama leaves Tokio

on Wednesday next, with his Chief-of-Staff

Baron Kodama, to assume the supreme com-

mand in Manchuria.

CARLTON House, 10 Ice House Street, has

been opened as a family boarding house, and

the manager entertained a number of guests to

dinner there last evening.

THERE is to be a complete change of pro-

gramme at the Metropole Theatre this evening,

when the second of the popular weekly en-

tertainments, arranged by the proprietor, Mr.

Jas. Christie, will be given.

REUTER'S correspondent at Liaoyang reports  
that several attaches are being allowed to go  
south, including Colonel Waters and Major  
Hume of the Second Gurkhas. Some of them  
expect to join the Cossacks in contact with the  
Japanese outposts to the north of Kinchau.

THERE were five cases of plague in the Colony  
(all Chinese) during the twenty-four hours end-  
ing at noon to-day, four of which proved fatal.  
During the same period there was one fatal  
case of cholera, also Chinese, which makes the  
thirty-seventh case since the beginning of the  
year.

Mr. A. R. C. BOTTU, one of the pioneer  
Frenchmen of the Shanghai Settlement has  
passed away at the age of 49 years. Mr.  
Bottu was for many years Secretary of the  
French Municipal Council and Vice-Consul  
for Portugal. He also acted as Portuguese  
Consul-General for about a year during the  
absence of Mr. Valdez.

THE dead body of Christian Muller, sub-man-  
ager of the Rifle Factory at the Hanyang Iron  
and Steel Works was found lying in a stagnant  
pool at Hankow, on the 21st ult. How he  
came to be in the water there is no evidence to  
show, but circumstances point very significantly  
to murder. The clothing had been ransacked,  
the pockets being turned out and the contents  
stolen.

WHEN the *Empress of India* left Shanghai for  
America on Saturday she had on board no less  
than twenty-five Chinese students who had  
been selected by Viceroy Tsen, of the Two  
Kwang to go abroad to study civil mining, and  
railway engineering. Of this number, says the  
*N. C. D. News*, fifteen students are to study in  
the United States, and they go under the charge  
of Mr. Chen, a Master of Arts of Yale Univer-  
sity.

A NATIVE who left Harbin on the 16th ult. and  
came south via Fengtien, Hsiamingtung and  
Newchwang, says that with the object of pro-  
tecting the railway east of Lake Baikal, the  
Russians have put up notices in the railway  
carriages that when a train is crossing a  
bridge, all the windows of passenger cars are  
to be kept tightly closed. Any violation of  
this regulation will be punished by imprison-  
ment for a term of three months or a fine of  
three thousand roubles.

A DREDGER which the Mitsui firm ordered from  
the Osaka Iron Works for the harbour reconstruc-  
tion of Omura, in July last year, has now been  
constructed and was tried at Osaka a few days  
ago and proved a great success. She carries a  
plant to dredge to a depth of 4 feet and has  
power to raise and send through piping to a  
distance of 3,000 feet about 600 tons of mud  
per hour. The dredger is 140 feet in length,  
29 feet in breadth, and 11 feet in depth, with a  
draught of 5 ft. 6 in.

THE Orpheum Comedy Company which opened  
at Shanghai on Monday, do not, according to  
the *N. C. D. News*, profess to improve the  
minds of their clients. All they want to see is  
a pucker on the outside corners of the eye-  
sockets, a forest of impacted palms, and a gleam  
of local currency when the ghouls walk on pay-  
day. In this they not only achieve success; they  
deserve it. There are plenty of performers,  
all with the self-confidence and vim charac-  
teristic of successful experience.

PROGRAMME of music to be performed by the  
band of the 93rd Burma Infantry on the new  
parade ground on Monday next, from 5 to 6.30  
p.m.

March....."Romaine".....Goudou  
Overture....."Alcyon".....Auber  
Selection....."An Artist's Model".....Widley Jones  
Mourning....."La Comtesse".....Toussaint  
Selection....."The Shop Girl".....Ivan Caryll  
Valse....."The Christies".....Phelps  
God save the King.

THE King during his recent visit to Aldershot  
showed great interest in the army reform  
scheme. It is stated by an officer who was  
present that this was the one theme of Royal  
conversation, and that he showed great ac-  
quaintance with the details of the scheme. He  
asked Sir John French for information as to  
the new army districts. The general impres-  
sion left on those who were in intercourse with  
the King during the visit to Aldershot was that  
he was taking a very close and intelligent in-  
terest in army affairs.

THE local Masonic lodge, says the *Chefoo*,  
*Daily News* has been robbed of its silver em-  
blems, of a value of ten to fifteen pounds ster-  
ling. The loss was not discovered until the last  
meeting, when, on opening a chest of  
drawers where the articles have been kept,  
they were found to be missing. Sixteen pieces  
in all were stolen. The theft is supposed to  
have been committed in the interim between  
the last two meetings. The culprit left no  
clue, and the matter was reported through con-  
sular officials to the Taotai, as Chinese were  
suspected. One native has been taken into  
custody on suspicion of being implicated.

AT a military race meeting at Aldershot re-  
cently a particularly fiery-looking Major made  
a frontal attack on one of the principal book-  
makers, and demanded to know what was the  
highest price to be had about the favourite.

"Two to one to you, Major."

"No, no! Really! Can't you make it 5 to 2?"

"Very sorry, Sir; but I cannot."

"Well then, I suppose I must accept the

best price I can get; I'll take you four shillings

to two." Whereupon an irrelevant remark

who, it is needless to say, was not the

Major's regiment—drew forth the largest

piece of bronze coinage in circulation in the

country, and tendering it to the ringmaster

"Yuss; and while ye're about it can put

down two browns to one."

## NEVER SAY DIE.

## AN INCIDENT ON THE CANTON RIVER.

No one has ever counted the "boat popula-  
tion" of the vast Chinese city of Canton, but it  
is believed that the people of the city who live  
in boats number more than two hundred thou-  
sand. As the Hongkong or Macao steamer  
moves slowly upstream into the city, a stranger  
on board finds it worth while to stand at the  
rail and look. For the most part, no shore is  
to be seen at all. The little one-storeyed, tile-  
roofed houses mass themselves nearly down to  
the water line, and on both sides of the stream,  
house boats line the river, moored close to the  
mud shores, or perhaps beached on them, their  
sterns pointing toward the current, and the long  
succession of stern decks forming a floating  
side-walk, along which happy, dirty yellow  
urchins with black, unkempt queues run and  
sport, while they gnaw rice-cakes or bones.  
These house boats are large enough to suggest  
some degree of comfort. Their roofs are per-  
haps ten feet above the water. But everywhere  
up and down the river ply swarms of smaller  
house boats—sampans they are called—nothing  
better than wide, flat canoes, with an arched  
cover of bamboo and matting to shield from  
spray, rain and sun the middle portion of the  
boat, or, when drawn out like a telescope,  
covering the whole boat.

You may take one of these sampans to get  
ashore. They crowd around the steamer, their  
occupants clutching her in any available manner  
with long bamboo rods, hooked with iron, and  
clamoring for passengers and luggage. Here is  
one of the boat people. He puts your luggage  
on the wabbling craft, and you step aboard,  
clamber over the forward deck and down one  
step into the well or hold, where you find  
low benches fastened to the four sides for pas-  
sengers. The roof is too low for you to stand  
under. It is thus that these people earn their  
meagre living.

On the rear deck stands the wife, steering  
and helping to propel the boat by working back  
and forth a long, elbowed scull pivoted to the  
stern and playing in the water just aft. For-  
ward the husband works a similar scull that  
cuts the water in small arcs just midway of the  
boatside. Close by you on one of the benches,  
there are, perhaps, two babies, two and four  
years old, oily and caked with dirt. They are  
happier than pigs, for they are not pigs, but  
little yellow human babies. If you look plea-  
sant, they may say courteously, half to you and  
half to themselves: "Seen shung," Sir, or  
gentleman.

The sensations of a new-comer in this boat  
are not quite agreeable. You cannot see be-  
hind your boat at all. On all sides you hear  
the dip of oars, and the raucous foreign cries of  
crowded boatmen. The swell rocks your  
clumsy shell, and other boats bump and scrape  
along its blind sides. The channel is growing  
narrow and there is not much room for boats  
to pass each other between the masses of float-  
ing homes on each side. Your interest in the  
little pig-tailed boy on a boat near you who is  
washing the family's supper fish in this foul  
stream is hindered by the feeling that your own  
boat may get upside down if you don't watch  
and shift your weight. Altogether a bad place  
to be in, if the boat turns over—a box with one  
end open.

All this I write that my readers may be  
able to picture what I am about to describe,  
the experience of a plucky English missionary  
who was nearly drowned under one of these  
sampans. To speak more clearly, I now shift  
to the first person.

A steam launch was anchored midway of the  
river with a Chinese passenger boat lashed  
alongside to be towed upstream. Two friends  
of mine were to take this boat. My "boy"  
hired a sampan, the luggage was piled on  
board, we stepped on and were soon alongside  
the passenger boat. The boatman tossed his  
iron-hooked rope over the gunwale of the latter  
and hauled up close. While we bargained for  
passage [everything must be bargained for here],  
the few spare minutes passed, and the owners of  
the passenger boat, seeing their chance for a  
larger fare, ordered the tug to start. My friends  
just got aboard, and by the time my boatman  
had set the baggage on the big boat, he found  
his sampan being towed forward at a speed  
somewhat exciting.

The tide was coming down against us like a  
mill-race. There was not much time for  
thought. I was seated under the mat roof in  
the middle of the boat and my boy was in front  
of me. From there I could not speak effective-  
ly to the boatman, and before I could step for-  
ward he had paid out the tow line ten feet or  
more, so that the wash of the tide and the for-  
ward tug of the rope were combined to depress  
the prow of the sampan and to swing us around  
to the left under the high sloping stern of the  
big boat. The speed of our sampan was now  
such that I saw we were in immediate danger  
of striking the passenger boat and capsizing to  
the right. But there was still greater danger in  
loosening suddenly from the boat in front, and  
just this thing was the boatman trying to do—  
flipping the tow line to free the hook that grip-  
ped the gunwale of the big boat. I can't talk  
as fast as the thing was done. I had just got to  
my feet when a coolie on the passenger boat  
with kind intent, but with poor judgment, loos-  
ed our hook and tossed the tow line overboard.  
The stern of our sampan was already driving  
fast around to the left. Instantly now the prow  
jerked away to the right, and the sampan  
reared and keeled till my feet slipped. For  
one second I saw a silver edge of water pause  
a foot above the right gunwale. "Jump!" I  
cried, and my boy darted forward. It was the  
last I saw of the poor fellow alive, and well  
nigh the last of me.

I was in the dark. Somehow, my feet were  
down and my head up. I thrust up higher,  
and found air but no light. Plainly I was  
under the hole, or well, of the boat, which had  
imprisoned a few gallons of air. But which  
side was the open front and which the closed  
rear? I had no way of telling.  
I gripped the side frame of the boat and  
glanced my eyes both ways. There  
was nothing to be seen.

It was shut up in the boat above and the bamboo  
and matting roof below.

How much air did I have? Would it last  
till somebody might right the boat? I took a  
second breath. If the boat were righted—  
that was by no means a certainty, for Chinese  
do not readily interfere with other people's  
business—if it were righted, would it fill and  
sink, and the mat roof take me down, like  
the rounded hollow of a man's hand pressed  
down over a drowning fly?

I was, somehow, not frightened nor even  
excited. The sudden rush of the danger had  
knocked my head clear.

I gripped tightly the side frames and lowered  
myself till my head was under water. Then I  
stretched my eyes and looked. There below  
to my left was a pile glimmer of light. I  
lowered myself and thrust my feet through an  
opening in the roof of the boat. Still lower,  
my legs were clear to the hips. When my  
hips cleared, I thought I could pass, so I  
thrust backward with my arms and shot my  
body out till I felt the sides of the hole grip my  
chest and back. It was not a tight pressure.  
I groped for something solid, caught the bam-  
boo frame once more, and shoved hard. Out  
I plunged, feet foremost, into the open water,  
and the next second I rose and shook the  
muddy drops from my eyes as a man might  
rise and shake the grave dirt from him. So  
free did I feel that I might have swum for an  
hour unweary.

About twenty-five yards away there was a  
sampan, its occupants somewhat interested in  
looking on. Opposite was one of those low-  
lying "slipper boats." I chose the latter as  
easier to climb into. A score of strokes put  
me alongside, a Chinese passenger reached me  
a hand, and I climbed in.

Of course, the first thought was my boy.  
By this time the Chinese crew of the foreign  
customs life boat were launching. I joined  
them and we righted the sampan, but my faint  
hope that the boy might be found there and the  
life still in him was vain. Later his body was  
recovered down stream, and the poor fellow  
still clutched my umbrella with which he had  
plunged overboard.

But what do you think we did find? When  
the boat was righted, there inside were three  
Chinese babies, water-loaded and stiff. Poor  
little wretches, I think they had been under  
the boat for ten minutes! You will scarcely  
believe me when I tell you that the life crew  
shook the water from their little lungs, stirred  
their hearts to beating again, and in fifteen  
minutes had them breathing and alive. A  
little air under a capsized boat is a good thing.  
W.

## AN ARCHITECTURAL MARVEL.

## WESTMINSTER'S NEW CATHEDRAL



## TELEGRAMS.

(Reuters.)

## The Thibet Expedition.

LONDON, 30th June.  
Col. Macdonald began operations on the 28th instant by the capture of a Thibetan fort after severe fighting in which the enemy's losses were heavy. On the British side, Capt. Craster was killed and two officers and five Sepoys wounded.

LATER.

## The Russian Baltic Fleet.

The Times Paris correspondent wires it is reported that Russia has applied for permission for the Baltic fleet to coal at French ports en route, to the Far East, and that it is declared this is possible without a breach of neutrality.

## The Governor of Hongkong.

Sir Mathew Nathan has started for Hongkong.

## The War.

General Kuropatkin wires that the Japanese force which captured the Feng Chiu pass consisted of 27 battalions. He admits that the Russian loss was heavy.

## TOLSTOI ON THE WAR.

A recent copy of the *Figaro* contains an account by that paper's special correspondent, M. George Bourdon, of his visit to Tolstoi, and his talk with him about the Russo-Japanese War. Tolstoi has no sympathy with the white race versus yellow race alarmists.

"I do not," he said, "distinguish between races. I am for Humanity itself, not for any special man or men, and, whoever betrays the victor, what has Humanity to gain from this war? The misfortune is that the war shows how men can forget the very idea of duty. Yet duty towards God—in the Universal, if you prefer that term—is above every other duty. The first duty of thinking beings is to abolish war."

Tolstoi emphatically repudiated the suggestion that the victory of the Japanese would be detrimental to civilisation. Up to the present Japan might only have imitated the mistake of the West, but Japan, like every other country, had its process of evolution.

"At present," said Tolstoi, "Japan seems to me very much in the same state of evolution as was Russia under Catherine II. But the evolution of Japan is going on no less than the evolution of Russia and you may depend upon it that the turn of Japan will come."

"True, the Japanese are a yellow race. But what of that? Our knowledge of the yellow races is very imperfect. Does anyone understand the conscience of the yellow man? At all events, the Chinese despise war, and those who make it. Therein at least, they show their superiority over us. I understand, too, that they know how to keep their word. That is a virtue none too common in Europe. And, if they are cruel, are not we? After all, what has our boasted civilisation done? Is there the slightest thought of real civilisation in the work of the colonising races? Was not England's annexation of the Transvaal a step back, not forward? How can one decide a priori if the triumph of any special race is a benefit to humanity?"

It was suggested to Tolstoi that the fact that the destiny of Russia was at stake in the war might have caused him, as a Russian, to modify the ideas he has preached all his life.

"I ask myself," said the Count, "what is my real duty, and I feel that the cause of Humanity is the supreme cause. My conscience convinces me that murder, however effected, however disguised, is execrable; that war is a monstrous scourge. If there were any notion of what is a Christian's duty in the conscience of man, it would be absolutely impossible for them to shoot down their fellows."

The correspondent describes Tolstoi as having spoken with intense emotion and at one moment there were tears in his eyes.

## THE LATE CAPTAIN OF THE "HITACHI."

Writing of the British captain who died at his post during the recent attack by the Vladivostok squadron on the Japanese transports, the *Kobe Herald* states that the late Captain J. Campbell, of the unfortunate *Hitachi Maru*, entered the service of the N.Y.K. some twelve years ago and at the time of the China war he was only a Second Officer on board a transport. However, he was rapidly promoted to higher positions and about six years ago he was appointed Commander of the N.Y.K.'s popular European liner *Hitachi Maru*. Captain Campbell was a genial, kind and open-hearted man and above all, very attentive to his duty. He loved his ship and made it his pleasure to see her clean and in good order. Though especially attentive in making his passengers comfortable and at home, his manner and speech were always free from any superficial or artificial features. A perfect disciplinarian, he was nevertheless held in the highest esteem and respect by his officers and men. He was particularly friendly with his Chief Engineer, Mr. Glass, and the two were often seen walking and dining together in Kobe when the *Hitachi Maru* happened to be in port. He was an avowed pro-Japanese, and it was always a pleasure to visit his ship on November 3rd, (the Emperor's birthday). He was proud of the day for another reason; it was the anniversary of the auspicious occasion on which he proposed to the lady who afterwards became his wife—to whom he was devotedly attached. The lady's picture always occupied an honored place in the Captain's stateroom. When he left Kobe on transport service along with his old officers and crew, Captain Campbell was in an animated mood, feeling honoured (as he put it) to serve Japan in her great struggle against Russia. His expression at the time will long be remembered by those who saw him. He was full of spirit, kindness and determination. Now he is no more!

## THE WAR.

## THE SUNKEN TRANSPORTS.

INTERVIEW WITH MINISTER TO THE NAVY.

Messrs. Kato Masanosuke, Oishi Kumakichi, and Otsu Junichiro, members of the Kensei Honto, interviewed Baron Yamamoto, Minister of the Naval Department, yesterday, says the *Kobe Herald* of 20th ult. They made the following statement:—Both the authorities and the people were pained when news of the disaster to the *Kinshu Maru*, off Gensan, reached this country. We believe that the authorities have been very careful since. But we are again surprised at the news of the disaster to the *Hitachi Maru* and other steamers. It seems to us that the defenceless ships were exposed in the face of the enemy. The people whose sons and brothers are in the service of the Army or Navy can never be free from care. The authorities are requested to reveal their opinion as fully as it is possible concerning the disasters and the steps to be taken in future for the sake of the soldiers.

Baron Yamamoto replied as follows:—From the fact that you mentioned the disaster of the *Kinshu Maru* first, I may gather that your meaning is as follows:—The authorities should have been careful to prevent disasters of the kind from taking place again, having been admonished by past failure. So the disaster this time is certainly due to the carelessness of the authorities. Then let me please say something about the *Kinshu Maru* first. The duty of the *Kinshu Maru* was to supply the fleet with water and coal. Owing to the high sea, Kamimura's Squadron left her and some torpedo boats at Gensan port. The troops on duty at Gensan had then to reconnoitre a certain place and asked the *Kinshu Maru* to take the soldiers to the place, thinking it would be easier for them to go by sea than by land. The Navy having complied with the request, the *Kinshu Maru* and the torpedo boat left Gensan port for the place. But owing to the high sea, the torpedo boat parted from the *Kinshu Maru* and took refuge at a certain place. The main squadron was unfortunately prevented by the dense fog from meeting the enemy, and the *Kinshu Maru* was attacked in consequence, some of the crew being taken prisoners by the enemy then. Such being the case, it is not easy to find who is really to blame. Now, then, let me say a little about the blocking operations at Port Arthur. In the beginning of the war, the fighting forces of Japanese and Russian fleets at Port Arthur were nearly equal. So if the enemy had been brave enough to take an offensive attitude we would have sustained more loss. But they took refuge inside the port without taking brave measures against the Japanese and allowed the Japanese to be successful. As to the blocking operations, some people are inclined to censure the authorities, saying that the authorities are desirous of securing fame at the risk of many lives. It may look so to the men ignorant of naval strategy. The mouth of Port Arthur is not broad and the Russian sank two steamers there, after they had prepared blocking timbers here and there. Besides many Japanese ships were sunk there in three operations. So, as reported by Admiral Togo, it is certainly impossible even for large cruisers to pass out or in now. Some gather from the fact that the *Novik* came outside, that the mouth is not completely blocked, but the *Novik* is only a small vessel of below 3,000 tons. Think a moment and you will see that large cruisers can never pass the mouth at present. But of course the month must be watched by our fleet. The chief duty of Kamimura's Squadron is to cut off communication between Port Arthur and Vladivostok, while guarding the straits between Tsushima and Korea and Tsushima and the main land of Japan. If some warships should be taken from either Togo's Fleet or Kamimura's Squadron, their chief duties would not be efficiently discharged, a state of things which we could not bear, as it would be likely to result in a very great disaster to the country. Now, it was on the 15th at about 8 a.m., that the scouting vessel reported to the main squadron that Russian warships had been seen near Okoshima. The main squadron started at once at 9.25 a.m. to meet the enemy and advanced forty miles toward the place mentioned, but nothing of the enemy could be seen. Our squadron is thought to have been about forty miles from the enemy. The squadron could not see the enemy's ships, dense fog having prevailed. Even the vessels of the squadron could not be seen by the enemy's ships, and they had to report their position to one another by wireless telegraph. Unfortunately no report of firing was received then, and the squadron had to go on a course which it was imagined the enemy would follow. Two likely routes were considered and the squadron took one of them. The enemy unfortunately took the other. The enemy, in fact, took a false course as if intending to attack Hakodate, and returned to Vladivostok by a round-about way. It is a matter for the greatest regret that the squadron took the other way. That being the condition, though transports carrying troops, great in number, should always properly be escorted by warships, the authorities were unable to provide a convoy for every transport, lest they should weaken the general strategy. But another such disaster would be too much for any one of us to hear, so the authorities are now very careful to see that due precautions are taken to render the voyage safe. The transportation in the future will not afford cause for anxiety.

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under his command as if they were relatives. When he came to Hiroshima to embark on the transport, he strongly urged that the attention of officers and men under his command should be directed to sanitary matters. He would point out that most of the officers and men had families, and that it was their duty if necessary to die on the field, but it was to be much regretted if they lost their lives by disease or other calamity. On his departure from Ujina, Colonel Suchi told his friends who saw him off that they should wait for news of the good service done by his regiment on the field, and he added smilingly, "we must not meet with such an incident as that of the *Kinshu Maru*." Referring to the last hours of the deceased officer, it is stated that when the *Hitachi* was found to be doomed, the deceased summoned all the officers and gave instructions as to the course to be taken. There were about ten officers on board. A shell came from the Russian ship which killed a dozen men. A Captain killed himself with a bayonet and another Captain shot himself with a revolver. The deceased took the regimental flag, in order to destroy it reverently by fire, but this work was scarcely finished when he was struck in the stomach by the splinter of a shell and killed. By this time about 200 men had jumped overboard, among them a Sergeant who was surmised to be "Stentorian Sergeant." He sang a war song, which is entitled "Uieya Kense" (Chastise and Beat Russia) in a stentorian voice while swimming. What became of this man is not known, but it is supposed he was drowned.—*Kobe Chronicle*.

A SURVIVOR FROM THE "SADO."  
Muto Motokichi, a military coolie and the solitary individual who was rescued by the Russians from the *Sado* afterwards being transferred to a Japanese ship and being landed at Aomori, has given an interesting account of his experiences. When the non-combatants on the *Sado* were given forty minutes in which to escape from the ship, there was great confusion on board. Some of the crew and others took to the boats, and those who were unable to escape by this means jumped overboard with lifebelts and pieces of wood. Muto himself jumped into the sea with an air pillow between his teeth, and he was in the water for about an hour before he saw a boat. This was loaded with refugees. Muto called for assistance and swam towards it, but his left leg became cramped before he could reach it, and the people in the boat evidently did not see him, for they rowed away. He had almost given up hope when he found himself near one of the warships, which, perceiving the man in the water, lowered a rope, up which Muto swarmed and so reached the deck of the *Rossia*. An officer gave him some old clothes and showed him to a dark cabin. Here he was supplied with boiled rice, but it smelt badly and the coolie could not eat it. After a time the ship appeared to be moving and Muto guessed it was going in a northerly direction. An elderly officer came and examined his body, after which he left without saying a word.

Muto was kindly treated. On the morning of the 17th June after having been two days on board, the *Rossia* fired a gun, and through the porthole Muto saw a steamer. A boat from the steamer with fourteen men who were not Japanese boarded the *Rossia*. Shortly afterwards a young man, under the escort of a bluejacket, entered the little cabin, and to Muto's surprise the newcomer turned out to be a Japanese, who explained that the steamer (*Allanton*) had been captured off Noto Province while on a voyage to America (?) with a cargo of coal. The young man gave his name as Miyabara Tateki, and position as cook on board the steamer, which had left with the second officer and ten seamen. On the morning of the 18th, the *Rossia* again fired, this time to stop the steamer *Hoko-maru*. The master of the vessel, it will be remembered, boarded the warship, and the interesting fact is related that conversation between the master and the Russian officers was carried on by means of the signal code-book. A bluejacket visited the Japanese prisoners, and asked Muto to follow him. The latter took leave to Miyabara with tears in his eyes, thinking he was going to be put into prison, but when he saw the master of the *Hoko-maru* the latter said he had been ordered to transfer the coolie to his ship. Muto was delighted at the prospect. The elderly officer who had examined his body gave him three yen in silver, and, dressed in the old Russian uniform which had been supplied to him, he left the warship in company with the master of the *Hoko-maru*, which first called at Fukuyama and arrived at Aomori on the 19th June.

## ITEMS.

The following items are from the *Sin Wan Pao*:—

Chesoo, 25th June.  
It is stated by the Japanese merchants here, that a Chinese steamer, Lu'an, of 600 tons, contracted at Chingneiwai, has since the middle of the 4th moon (last month), engaged over forty large bean boats to convey flour, beef, eggs, vegetables and the like from Newchwang to Port Arthur according to the contract entered into between himself and the Russian officials at Port Arthur. It is not known, however, how these provisions were conveyed to Port Arthur, but the Japanese fleet have been on the alert ever since, and probably it will have the effect of preventing the Chinese in question from carrying out his plans.  
Three native craft employed to smuggle provisions into Port Arthur returned here this morning, and the following report is taken.  
There are still adequate military provisions at Port Arthur, the price of which has been comparatively reduced.  
The coal in store can last five or six weeks more.  
A few days ago the mines laid at the railway station in Port Arthur exploded, and over ten Russians then on guard duty were killed, and four or five wounded.  
The five hundred and more workmen at the Port Arthur dockyards have been enlisted in the army.  
Thirteen Chinese prisoners arrived at Ujina on the 25th inst. by the *Kinshu Maru* and

were sent to Matsuyama the next day by the *1st Taiko Maru*. Among them there were one Captain (aged twenty-five) and one Lieutenant (aged thirty). They are said to have been taken prisoners while on duty as scouts.  
The *Mainichi* states that the *Manchu Maru* arrived on the 22nd ultimo at 6 p.m. She stopped to have a photograph taken near Geibuchi. She has on board some members of the House of Peers and House of Representatives and Japanese and foreign military officers, and some newspaper correspondents, eighty-three in all. The leading men at Chemulpo gave them a dinner at Yasakoro in the Park and they went up to Seal on the 23rd.

## R. A. O. B.

At the regular meeting of members of the King Edward VII. Lodge (No. 970) of the Royal Antediluvian Order of Buffaloes, held in the R.A.O.B. Club, 1, Queen's Road East, the following officers were elected:—  
Sitting Primo, Primo Oxberry;  
City Secretary, Primo J. J. Blake (quarterly);  
City Waiter, Primo A. Radcliff (quarterly);  
Asst. Waiter, Primo H. P. Madar (quarterly);  
C. Marshall, Bros. Walston (monthly);  
C. Tyler, Bro. Ismail (monthly);  
C. Chamberlain, Bro. S. B. Smith (monthly);  
C. Constable, Bro. Goldenberg (monthly);  
C. Physician, Primo Fernie (monthly);  
C. Register, Bro. Rogers (monthly);  
C. Minstrel, Bro. MacLean (quarterly);  
C. Ald. of Benevolence, Primo J. B. Thompson (monthly);  
C. Taster, Bro. Setna (monthly).

The business of the meeting having terminated, a musical programme was carried out those contributing including Bros. Walston, Cooper, Rogers, Goldenberg, MacLean, and Primos Hyett, Goodhall and Oxberry.

## A NARROW ESCAPE.

IN WANCHAI.

Reports of damage by the recent rain storms have been received from several quarters, but until yesterday afternoon nothing of any very serious consequence was notified. It was then learned that a collapse had occurred in Han Fung Lane, at Wanchai, in consequence, it is supposed, of the borings of white ants, together with the action of the rain. The building was of two stories, and in the occupation of a Mr. U Lai Woon. About three o'clock a portion of the roof fell in, carrying with it the ceiling and floor of a bedroom, and crashed on to the servants' quarters below. Fortunately no one was on the premises at the time, and after officials of the P.W.D. had been notified of the occurrence and made an inspection of the place, the walls were shored up prior to the clearing away of the debris.

## COMMERCIAL.

Shanghai advices, dated the 27th ult., state:



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"YANGTSE"	On 5th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th June, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTOW"	5th July.
SHANGHAI	"CHANGCHOW"	6th "
MANILA	"YAN"	7th "
SWATOW, CHEFOO and TIENTSIN	"WOOSUNG"	8th "
AMOI and SHANGHAI	"CHIAI"	8th "
SHANGHAI	"PAKHOI"	8th "
KOBE	"TAIYUAN"	13th "
YOKOHAMA AND KOBE	"TSINAN"	18th "

The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily  
qualified Surgeon is carried.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd July, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,485	Bahle	August 14th, "
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with our agents.

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M. on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Return and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 34 hours to reach  
Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KONG,"

Captain E. T. Fage, of 7,000 tons, Registered,  
is the newest, fastest, and most luxuriously  
furnished steamer on the line, and is fitted  
throughout with Electric Light and hot and cold  
water service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.

2nd " 1.50 "

Meals, 1.00 each.

The steamer's wharf is at the Western end  
of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 214, Wing Lok Street.

WENDT &amp; CO.,

Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Daily qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton  
at 9 P.M., on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following Days, leaving Canton at 5 P.M., taking  
Passengers and Cargo as usual.The S.S. "CHARLES HARDOUN,"  
Captain Merlin, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.These Two Magnificent and Up-to-Date  
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European, \$8.00

Second Class European, 5.00

First Class Chinese, 1.50

Second Class Chinese, .80

Deck, 30

The Company's Wharf is at the end of Queen  
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey, \$4

Meals, (Each) 1

The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"RICHMOND CASTLE" 5th July.

"ST. FILLANS" 10th "

"LOWTHER CASTLE" 31st "

For Freight and further Information, apply  
to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 25th June, 1904.

P. &amp; O. S. N. Co.'s

INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"

6,574 tons,

will be despatched for LONDON (DIRECT)

on or about 21st July.

Has excellent accommodation for FIRST and  
SECOND SALOON PASSENGERS at moderate  
rates.

To be followed by the

S.S. "BORNEO,"

4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd June, 1904.

## NIPPON YUSEN KAISHA.

## AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,

VIA MANILA, THURSDAY ISLAND,  
TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

will be despatched as above,  
on FRIDAY, the 24th July, at 4 P.M.This well-known Steamer is specially  
constructed for service in the Tropics, and is  
provided with Superior Accommodation and  
with all modern fittings and improvements for  
the safety and comfort of Passengers. Electric  
Light and Refrigerator. Doctor and Stewards  
carried.For Freight or Passage, apply at the Com-  
pany's Local Branch Office in Prince's Build-  
ing, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 25th June, 1904.

HONGKONG METEOROLOGICAL  
SIGNALS.

## A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not neces-  
sarily imply that bad weather is expected. The  
signals are as follows:—A cone point upwards indicates a typhoon to  
the North of the Colony.A cone point upwards and drum below indi-  
cates a typhoon to the North-East of the  
Colony.A drum indicates a typhoon to the East of  
the Colony.A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.A cone point downwards indicates a typhoon  
to the South of the Colony.A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.A ball indicates a typhoon to the West of  
the Colony.A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.The above signals will, as heretofore, be  
hoisted only when typhoons exist in such posi-  
tions or are moving in such directions that in-  
formation regarding them is considered to be of  
importance to the Colony or to shipping leav-  
ing the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on H  
M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORCASTS and STORM-

WARNINGS are exhibited on the above boards  
daily about 11 A.M., and also at other hours,  
day or night, whenever necessary. Informa-  
tion of importance is also issued by "Express."THE CHINA COAST METEOROLOGICAL  
REGISTER is exhibited at the same places daily  
about noon. It contains observations made at  
Hongkong and at a number of stations in the  
Far East, together with Remarks, Weather-  
forecasts, and information regarding the exist-  
ence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may,  
whenever necessary, call at the Telegraph  
Company's Office in Connaught Road and  
send telegrams to the Observatory asking for  
special information without charge. Such  
inquiries may also be sent from the Police  
Station at Kowloon-Point which is connected  
with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather  
to be expected while signals are hoisted, and  
sailing directions, are given in "The Law of  
Storms in the Eastern Seas."

F. G. FIOG,

Acting Director.

Hongkong, Observatory, 1st January, 1904.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 1st July, 1904, cts. per \$ Max.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chaung

Bullock's Brains—Know, per set

" Tongue fresh—Ngau Li, each

" Corned—Ham Ngau Li, each

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin, each

" Feet—Ngau Kerk, each

" Kidneys—Ngau Yiu, each

" Tail—Ngau Mei

" Liver—Ngau Con

" Triple (undressed)—Ngau To, each

Calves' Head and Feet—Ngau-chai-

tau-keok, set

Mutton Chop—Yeung Pai Kw, each

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chillings—Chi cheong

" Brains—Chi Know, per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum, each

" Kidneys—Chi Yiu, pair

" Liver—Chi Kon

Pork Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheeps' Head and Feet—Yeung Tau

" Keok, set

" Heart—Yeung Sum, each

" Kidneys—Yeung Yiu, each

" Liver—Yeung Con, each

Sucking Pigs, To Order—Chu Chai, each

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

## POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan, per doz

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngoi

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo, pair

Musk Deer—Wong Keng, each

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup, each

" Hoihow—Hoihow Pak Kup

Qu







## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUETOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,  
at 1 P.M., the Company's Steamship  
"YARRA," Captain H. Seller, with  
Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 11th July, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th June, 1904.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN."

Captain W. B. Palmer, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 10th July,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Mongolia, 9,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuable, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, etc., will be  
conveyed from Bombay by the R.M.S. Persia  
due in London on the 20th August.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st July, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	July 9
Shamout	9,506	W. M. Smith	Sept. 1
Tremont	9,506	T. W. Garlick	Oct. 1
Shamout	9,506	W. M. Smith	...
Tremont	9,506	T. W. Garlick	...

Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Shamout ... 9,506 (W. M. Smith) Ab. Aug. 12  
Tremont ... 9,506 (T. W. Garlick) Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shamout and Tremont  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures stead-  
iness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 1st July, 1904.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"CHUSAN"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Mongolia, Palermo  
and Oriental.

From Australia, ex S.S. India.  
From Calcutta, ex S.S. Palmi.  
From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

From Alleppey, ex S.S. Nairing.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M., TO-DAY.

Goods not cleared by the 6th proximo, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 30th June, 1904.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"SOCOTRA"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Caledonia.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., TO-DAY.

Goods not cleared by the 4th proximo, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 27th June, 1904.

## S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
S.S. Dordogne, and from Havre ex S.S.  
Dordogne, in connection with above Steamer,  
are hereby informed that their Goods, with  
the exception of Opium, Treasure and Valua-  
bles are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after TUESDAY, the 5th July, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 5th July, or they will not be recognised.

All damaged packages will be examined on  
TUESDAY, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1904.

**Sanitas**  
Purifying Agent  
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
faculty for use in hot climates because of its  
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles  
supply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

THE "SANITAS" CO. LTD.  
BETHNAL GREEN,  
LONDON, E.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$350,000	\$1,417,366	Div. of £1.10, and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited (Founders)	4,453,750	£10	£8	\$175,533 \$191,973	\$21,668	£2 (London 3/6) for 1903 None	5 1/2 %	London 6 1/2 % \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,812 \$900,000 \$151,992 \$331,312 \$322,138	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
China Traders' Insurance Company, Limited	21,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,300,000 \$50,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,300,000 \$50,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 6 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7 %	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000 \$125,675 \$25,501	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$25,501	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000 \$633,000 \$149,409	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$29 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$118
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,855 \$60,000 \$15,093 \$400,000 \$21,775 \$18,000 \$130,153 £400,000 Tls. 98,000 Tls. 20,614	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093 \$400,000 \$21,775 \$18,000 \$130,153 £400,000 Tls. 98,000 Tls. 20,614	\$1,287	{ \$1.80 & b. 40 cts. \$0.90 & b. 20 cts. } for year ending 30.4.04	6 1/2 %	\$23 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153 \$18,000 \$130,153 £400,000 Tls. 98,000 Tls. 20,614	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	Tls. 98,000 Tls. 20,614	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	none	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 %	Tls. 47 1/2 sellers Tls. 46 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$183 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,852	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100 £4,873	Dr. £7,236	No. 12 of 1/-	...	\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903 }	6 1/2 %	\$216
S. C. Farham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	4 1/2 %	Tls. 158 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	...	\$255
Riley Hargreaves & Co., Limited (Preference)	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do.	2,750	\$100	\$100	\$150,000	\$49,936	{ \$7 dividend \$10 div. & \$2 1/2 bonus for 1902/3 }	6 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000 \$250,000 Tls. 487,210 Tls. 50,913	\$28,015	Final of \$2 1/2 making \$5 for 1903	7 1/2 %	Tls. 74 1/2
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	9 1/2 %	Tls. 187 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 100,000 Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	4 1/2 %	\$30 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$1 1/2 for 1903		
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,666	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903 }	7 %	Tls. 115 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,768	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 20 for 1903	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 100,000 Tls. 15,301 Tls. 680	Tls. 16,301 Tls. 680	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	...	Tls. 0.87 1/2 for the year ending 31.3.1904	...	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Queen's Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 26,389	4 % for 1897	...	Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03 }	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 1/2 sales
Alhambra, Limited	300	\$200	\$200	\$4,000	\$57	\$125 for year ending 30.6.1900	...	\$200
Philippine Company, Limited	67,500	\$10	\$10			First year	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	{ 90 cents } for year ending 30.4.1903	6 1/2 %	\$14 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21.8.5 Tls. 100,000	£7.387	{ 45 cents }	5 1/2 %	\$8 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	{ Tls. 108,000 Tls. 108,172 }	Tls. 7,548	{ 1st div. and 2nd bonus for 1902 Final of Tls. 3 1/2 & bonus of Tls. 1 1/2 }	7 1/2 %	Tls. 112 1/2 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 100,000 Tls. 15,759	Tls. 7,369	Final of Tls. 4 making \$2 1/2 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 667	Final of Tls. 4 making 11s. 8 for 1903/4	6 %	T. Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of Tls. 4 making 11s. 8 for 1903/4	...	T. Tls. 130 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$4 making \$3 1/2 for 1903	12 %	\$29 1/2 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$7 making \$12 for year end. 30.2.04	9 1/2 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$180
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$4,783	\$7 1/2 for second half year 1903	9 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$4,783	\$20 for year ending 30.11.1903	7 1/2 %	\$18 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$14 for year ending 31.7.1903	...	\$37
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$5 sellers
Bel's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	none	£700	None	...	\$2 1/2 buyers
United Asbestos Oriental Agency, Limited (Founders)	9,900 100	\$10 \$10	\$4 \$10	\$14,000	\$119	{ 90 cents } for year ended 31.5.1903	14 1/2 %	\$210 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,470	None	...	\$7 1/2 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$8 sales
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$3,739	None	...	\$10 1/2 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
Maatschappij tot Miljn-Bosch-en Landbouwe- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 374,560 Tls. 11,143 }	Tls. 27,187	{ First quarter of Tls. 10, paid 15.3.04 Second do. Tls. 10, paid 15.3.04 }	13 1/2 %	Tls. 295 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	\$5 for 1903	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,788	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 sales
Central Stores, Limited (Founders)	5,000 133	\$15 \$15	\$12 \$12	\$10,000	\$1,253	Final of \$10 making \$2.70 for 1903	13 %	\$23 sales
Do. (New Issue)	24,000	\$15	\$15	none	...	First year	...	\$71 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	10,000	Tls. 50	Tls. 50	\$175,000	Tls. 1,942	Tls. 6 for 1902	9 1/2 %	Tls. 65 buyers
Kata Brothers, Limited	10,000	\$100	\$100	\$175,000	...	\$13 for 1902	9 1/2 %	\$155 buyers
Straits Trading Company	250,000	\$10	\$10	\$650,000	\$83,493	{ 1st div. and 2nd bonus for half year ended 30.9.1903 }	8 %	\$34
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,700	\$3.5 dividend & \$1 bonus for 1903	8 %	\$95 sellers
Maynard and Company, Ltd.	30,000	\$10	\$10	none	\$4,386	\$2 for year ending 31.10.1903	8 %	\$27
Shanghai & Hongkong Dyestuffs Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$25
South China Morning Post	6,000	\$25	\$25	...	...	...	...	\$25